A NEW BRIDGE AT THE FALLS

THE RAILROAD SUSPENSION STRUCTURE TO GIVE WAY TO A CANTILEVER.

AN ADDITIONAL TRACK NEEDED BY THE RAIL-ROAD COMPANIES-DIFFERENCES OF OPINION AS TO WHICH OF THE TWO STYLES

one of the oldest railroad bridges in the country, and probably the first large suspension idge ever built, will soon be taken down, and will be replaced by an arched cantilever bridge.

L. L. Buck, who rebuilt the bridge, is now at work preparing plans for the new structure. He said when seen on Monday that he was not at liberty yet to describe the plans in detail, as the bridge company had not fully decided when the new work should be begun. It depended somewhat, he said, This suspension bridge was built in 1855 by John H. Roebling, the father of the engineer of the economy is noted, and debates in class-

Brooklyn Bridge. It was considered a surprising proom on oyed is practically the same as in use now, the only real difference being that the truss underneath | literature have been introduced, and the departrallroad track was built of wood and iron where it is now of steel. When the bridge was met all requirements for the trains in that so much and the weight of the trains was so much greater than before that the railroad companies got to be afraid of the old structure, and a commission of expert engineers was employed to ex

C. MacDonald, of the Union Bridge Company, was a member of this commission. He told a Tribune orter on Monday some interesting details in regard to the old bridge. The stone asion found, were crumbling away on acelved from the numerous trains which passed over the bridge. The truss was so wrenched that it had engineers found that they were badly strained. Mr. MacDonald described to the reporter the way in which the anchorages were built, and the method of fastening the cables to them, but it is not so easy to make the method clear on paper without a diagram. There was a large cast-iron anchor sunk many feet in the ground. An "eye-beam" was fastened to this by a heavy pin. Three other "eyebeams' were fastened in succession to the anchor, being connected with it by the first "eye-beam." These were at different angles, so that the last, or one nearest the surface of the ground, could posing the cables was passed through the eye the beam, drawn back and fastened. The engineers found that the heads of the beams were not strong enough to support the weight of the bridge, and recommended the necessity of replacing or strengthening them. All these beams with the anchor were imbedded in masonry, and were so arranged that the only way the cable could pull out would be by uprooting the whole foundation. AGAINST A SUSPENSION BRIDGE.

Mr. MacDonald is not in favor at all of suspenarguments he used against the proposed suspenwas impossible to make a suspension structure stiff enough. The cables were bound to give somewhat, and this would undoubtedly rack the trusses of the bridge. In giving reasons for this he told about the results obtained in the examination of the Niagara bridge by him and the other engineers composing the commission. He said they first ran a set of levels over the bridge, and then ran a loaded train of the usual weight about half-way across it. When the train reached this point, they found that this part of the bridge had sunk a foot and a half, and that the other side of the bridge had risen half a foot. As the train proceeded over the bridge, it continued to sink in the same proportion. It stood to reason, in Mr. MacDonald's opinion, that such a constant action and so marked a one was bound to rack the structure seriously. As a result of these investigations the committee advised the railroads to have new towers put in place of the old ones and a new truss constructed. This was done by L. L. Buck.

Mr. MacDonald was full of admiration for the masterly way in which the work was accomplished. Mr. Buck replaced the old truss in 1850 with a new steel one, without interfering in the least with the trains. In 1856 he put in the new towers. These were of steel, and the work was probably almost as hard a job as an engineer ever undertook. The towers were built partially around the old stone ones, and when the top of them was reached and was in readiness to receive the cable, the great ropes of immense weight were raised from their old resting places by jacks, and placed upon the new towers. The anchorages were also strengthened, so that the bridge, with the exception of its cables, was almost a new structure. Mr. MacDonald said that he understood it was the intention of the companies to replace the bridge by a rigid arched affair. He thought this was sufficient proof that a suspension bridge was not feasible for heavy railway work.

He also understood it to be the intention of the people who own the 1,200-foot roadway suspension bridge, which is up nearer the falls than the railway uncomfortable to replace it with an arch-bridge. In a high wind, he said, this small bridge was externed. the Niagara bridge by him and the other engineers

way bridges, to replace it with an arch-bridge. In a high wind, he said, this small bridge was extremely uncomfortable to many people, and often made some seasick. The writer can confirm this statement, for several years ago, when he had occasion to cross it in a carriage, he happened to have a drunken driver. There was a heavy wind blowing and the bridge rocked like a ship at sea. The imbecile coachman right in the middle of the structure attempted to start his horse tretting, and the combined results nearly scared the passenger half out of his wits. It was anything but a pleasant sensation to feel one's selt rocking about high up in the air ever the roaring rapids.

MR. BUCK'S VIEW.

L. L. Buck, when asked about the new bridge, acknowledged that he was drawing plans for one. It depended, he said, somewhat on how much estimate was whether a new bridge would take the

It depended, he said, somewhat on how much his estimate was whether a new bridge would take the place of the old one. He didn't agree at all with Mr. MacDonald about the stability of the suspension bridge. He said it was stronk enough, so far as that was concerned, but it had only one track and the railroads desired two, so there would not be so much delay to the traffic. That was the only reason why they intended to replace it.

It seems rather odd, however, that they didn't find this out in 1896, and, while they were building the bridge, double its width and its carrying capacity, or construct a new one then and not go to the expense of practically rebuilding the present structure. Mr. Buck seems to be much in favor of a suspension bridge, but it is a well-known fact that railroads do not build suspension bridges any more. The cantilever has taken their place.

It appears rather straine at first that two such experienced engineers and bridge-builders as Mr. MacDonald and Mr. Buck should express opinions which are diametrically opposed to each other. It is perhaps natural for Mr. MacDonald to insist that a cantilever bridge is the only one for heavy traffic, because his company makes a specialty of them, but why Mr. Buck, when he is not drawing plans for a cantilever bridge should feel so positive that a suspension bridge is entirely practicable for railroads is rather difficult to explain. Mr. Buck was asked if he intended to put the new bridge in the place the old one now occupies. He said that had not yet been decided. He would prefer, of course, to put it at one side, because it would make the work much easiler. The new bridge would consist of only one arch.

Announcement was made yesterday of a plan arranged by Scott & Bowne, of No. 415 Pearl-st., manufacturers of Scott's Emulsion of Cod-liver Oil, by which S. W. Bowne will take sole charge of the ousiness in North and South America, while Alfred B. Scott will have sole charge of foreign countries controlled by the London house. The reason assigned for this move is the necessity of one partner

This new arrangement is largely the result of their growing European interests. They are in-Corporated in London under the name of Scott & Bowne, Limited. London controls all countries except North and South America. Mr. Scott has practically managed the foreign house for several years, and those interests have grown so rapidly that it is essential for the success of the business that one of the firm should give his personal attention to the management of the London house. It devolved upon Mr. Scott to take the management of that end of the business.

There will be no radical change in the management of the business except that Mr. Scott will look after the other side and Mr. Bowne will attend to North and South America. corporated in London under the name of Scott &

The decision in the Cottolene trade-mark suit given the United States Circuit Court for the Southern District of New-York, Judge Townsend presiding, s of interest to all holders of trade-marks. The de cision says in effect that the suit is a bill in equity for an injunction against the infringement of complainant's trade-mark Cottolene by the use of the word Cottoleo; that the word Cottolene was regis-tered as a trade-mark in 1887, Cottolene being a substitute for lard, composed of cottonseed oil and the product of beef fat; that the sales amounted in May, 1892, to a million pounds a month and that it seems clear that the word Cottoleo is sufficiently similar to Cottoleo to Infringe it. "Under the circumstances of this case, the conduct of the defendant in rejecting all existing names and in coining a new name which conveys to the eye and ear so close an imitation of complainant's trade-mark, seeming to indicate a design to impose his article upon the public as that of complainant, or at least to obtain the substantial benefit of complainant's trade-mark.

It seems to be the law that when manufacturers have educated the public to ask for a certain article by its trade-mark name they have acquired the right to insist that products manufactured by others shall not be given to others under that name.

There will be the usual decree for an infunction and an accounting." stitute for lard, composed of cottonseed oil and the

THE NEW YALE CATALOGUE.

IT SHOWS THE TOTAL NUMBER OF STUDENTS IN THE UNIVERSITY TO BE 2.350

New-Haven, Dec. 18,-The annual catalogue of Yale University, for its 195th year, was published this noon. There are many minor but few fundamental changes announced. In the calendar the spring recess will hereafter come a week later than usual, beginning in 1895 on April 10. There are given 204 instructors and officers of the faculty, which is about the same number as last year. This number, however, does not include thirty-six graduate fel-

mission to the academic department. English is now required, and next year will see the beginning of the practice of allowing candidates to take the Caesar is not now required, although sight Latin bridge construction have been strengthened

are have been introduced by Drs. Seaver and An-

The sum of \$20,000, aside from the special scholar ships and fellowships, is announced as now devoted to the aid of students needing pecuniary assist-

A FINE CHRISTMAS SCHEME.

The customers of the house of Cowperthwait, in half of the customary Christmas botheration. chase presents. This old concern keeps everything that can be wanted in furnishing and beautifying a home, and all one has to do is to select whatever he wants and have it charged to his account—any-thing in the way of pictures, rugs, fancy chairs, rockers, lamps, tables, carpets, etc.

The following additions to the Parkhurst Testithe treasurer, J. Langdon Erving, No. 37 Wall-st., man, Leaman Lichtenstein, Henry Burgh, Mrs. Robert B. Minturn, Thomas C. Acton, James M. Lehmaler and David J. Dean, each \$25, Frederick J. Swan, \$20, Charles E. Merrill, Francis T. Garnettson, Frank W. Kitching and Dr. J. S. Converse, cach \$10, C. M. Perry, the Rev. George R. Van De Water, George W. Van Siclen and Mrs. George W. Van Siclen, each \$5, James T. Bixby and Cash, each \$1, Harry C. Russell (Philadelphia), 50 cents; total to date, \$6,545.25.

The police of the Charles-st. station are searching West Washington Market. Nicholas is said to have is forty-two years old, and was always considered from a place in New-Jersey which the police keep secret. The letter is said to have been from Nicholas, and to have contained some of the missing checks. The New-Jersey police have been communicated with.

A VICTORY FOR THE HACKMEN.

The Board of Aldermen met yesterday and passed resolution allowing the hackmen to have one hack the hackmen, as they have been bitterly opposed by the hotel proprietors, who objected to what they termed "the entering wedge." The hotel people threaten to take the matter to the courts, as they say the Board has not the right to grant any hackwher the right to stand in front of their property. The Board granted a franchise to the Forty-second Street, Manhattanville and St. Nicholas Avenue Railroad for a line to run through Eighty-sixth-st. from the Boulevard to Central Park to connect with the line now running through Central Park and

MEETING OF RAPID TRANSIT COMMISSIONERS

The Rapid Transit Commission held a two and ne-half hours' session yesterday, without, so far as could be learned, accomplishing much. There were present Commissioners Alexander E. Orr, John H. Inman, John Claffin and Seih Low, the absentees being William Steinway, Mayor Gilroy and John H. Starin, Ex-Corporation Counsel Hanry R. Backman, counsel of the commission, and Edward M. Shepard. hand, as was Chief Engineer William B. Parsons, Chief Engineer Parsons presented an informal and partial report on certain construction work and the expense of the proposed rapid transit road. Commissioner Low moved that the commission adjourn until December 25, which was carried. who will be their counsel next year, were also on

A SUGGESTION IN BEHALF OF SALESWOMEN The Board of Directors of the Ladies' Health Protective Association has sent out the following

"A complaint has been sent to the association regarding the condition of the saleswomen in shops, and stating that many of the large stores are keeping open very late in the evening during the holiday season, and allowing their employes no compensation whatever for the overtime, nor even money for suppers. Feeling that the health of the saleswomen must certainly be impaired by the long hours without sufficient nourishment, we recommend that a warm supper be fornished them, or a sufficient compensation to enable them to obtain it for themselves."

HIGH-CLASS ENGLISH SCHOOLS.

As many Tribune readers visit England for the purpose of placing their children in English schools, attention is called to the advertisements of high class educational establishments in England that are frequently to be found in The Tribune's reg-ular educational column.

ANNIE CLARK'S INJURIES PROVE FATAL. Annie Clark, the young woman who about two weeks ago either fell or jumped upon the elevated from the Seventy-second-st, station, just as a train was coming along, and whose legs so crushed that they had to be amputated, died yesterday in Roosevelt Hospital. She always re-fused to say whether she had fallen off the plat-form by accident or had tried to commit suicide.

DOUBT ABOUT HUNTINGTON'S SUICIDE.

Council Bluffs, Iowa, Dec. 18 .- Startling developments were made yesterday in the Huntington shooting affair, which resulted in Huntington's victims employing an attorney to look out for their interests during the inquests. The new feature was the suggestion, given color by Iriends of the dead bank clerk, that he did not commit suicide, but was shot by some one in the room at the time Huntington began to shoot. This theory was advanced when it was learned that the builet in Huntington's brain was much smaller than the ones fired into the two examiners, and that the wound in his head was not powder burned, as it was thought would be the case if the revolver had been in his own hand.

There was no other evidence to bear out the theory.

THE COURTS.

THE CHILDREN TOO EXTRAVAGANT. JUSTICE TRUAN SAYS THAT MISS HALSTED AND HER BROTHER MUST CURTAIL

THEIR EXPENSES. Justice Truax, in Supreme Court, Chambers, yesterday refused to give his consent to the paym of moneys out of trust funds which are held for the support and maintenance of infants, because he considered some of the items unreasonable and extravagant. The children referred to are Catherine Crane Halsted and James Mayer Halsted, son and daughter of Mrs. Sarah B. Halsted and Charles Halsted, who separated several years ago, He brought a suit in the Court of Common Pleas for a divorce from his wife, and she in turn asked the Court to award her a divorce. After a hitter held that the charges against Mr. Halsted were not sustained, and gave a decree against Mrs. Halsted, of Halsted, Haines & Co. His two children have

Justice Truax says that some of the items seem agrees and extravagant. He says he thinks tis extravagant to spend \$20 in three months on lothing of a girl eighteen years old, and \$10 a cer, and that it is also extravagant to spend \$25 in three months for the clothing of a boy of sixen whose income is only \$450 a car. and that it is also extravagant to spend \$250 in three months for the clothing of a boy of sixen whose income is only \$450 a year. He therefore sinces the bills presented to him, and allows for oth \$252.

SETTLEMENT OF THE HESURA ESTATE ACCOM-

GOVERNMENT CLAIM AGAINST WESTERN UNION.

Washington, Dec. 18. The United States was at pellant in a case argued before the Supreme Cour

which the former abandoned its independent tele-

A MOTION IN A BREACH OF PROMISE CASE. Interest in a suit for breach of promise of marriage begun some time ago by Mary Florence Lynch against Dr. Hubbard W. Mitchell, of No. 747 Madison-ave., to recover \$50,000 damages, was revived yesterday, when F. M. Littlefield, of No. 156 Broadway, asked Judge Dugro in the Superior Court to order the plaintiff to file a bill of particuof Physicians and Surg ons in 1866. He is a member of the Academy of Medicine, the Physicians' Muthat Add Association and a number of other melicul associations. Miss Lynch has been employed as a caleswoman at the book counter of various large department stores. The defendant says the case is one of blackmail. The Judge refused to sign the order until Mr. Littlefield should make certain changes in his papers.

BITS OF LEGAL NEWS. In the Court of Common Pleas yesterday, the city

won the suit brought against it by Louis Schoonmaker for \$270 alleged to be due for salary. plaintiff was a clerk in the Bureau of Markets and was suspended on the charge of taking a bribe.

Supreme Court, Chambers, yesterday, Frederick G. Pauly, who lives at College Point, asked missioner Andrews from dumping garbage at Ri Island. In his affidavitahe says that the odors are unbearable, and that he and his family were made sick by them. Assistant Corporation Counsel Blandy opposed the granting of the injunction. "The Commissioner," he said, "is so hemmed in with prohibitions and inhibitions that the only way he can now get rid of the garbage is for him to swallow it. We wish also to deny that the odors are injurious, if there are any odors at all. One of inspectors who went up there some time ago was lean and frail, and at last accounts he was in perfect health and taking on flesh rapidly." Decis-

The formal order of Justice O'Brien of the Supreme Court, adjudging the Commissioners of Taxes and Assessments, Edward F. Barker, John Whalen and Joseph Blumenthal, in contempt of court for having refused to file a return to the writs of certiorari which were obtained by the children of Jay Gould to review the assessments which were placed upon their personal property, and also upon the personal property of the estate of their father, was signed yesterday. The order gives the commissioners the privilege of purging themselves of the contempt, by filing their returns to the writs on or be fore December 31. In case they shall neglect to file the returns on or before that date, a motion will be made to fix the punishment to be inflicted upon

Ex-Judge Henry E. Howland, as referee, has made a report to the Supreme Court, passing upon the accounts of James P. Kernochan and John J. Wysong, as trustees under the will of John Rutgers Marshall, who died on April 20, 1881, leaving an estate valued at over \$3,990,000. Mr. Marshall provided the suggestion, given color by friends of the dead that upon the death of his wife, Eveline G. Mar-

trust for her, as she is a lunatic, and has been for years. She was judicially declared insane in October last. The referee finds that the accounts of the trustees are correct, and he recommends that J. Frederic Kernochan be appointed committee of the person and estate of Miss Marshall, upon giving a bond of \$1,280,090.

Upon a motion made by Evarts, Choate & Beaman, Judge Bischoff, in the Court of Common Pleas, yesterday granted Eila Fuller Maullin permission to change her name to Ella Fuller Guthrie, The lawyers appeared for Mrs. Eila Guthrie, the mother of Ella Fuller Maullin, who is a girl of tweive years. Mrs. Guthrie was married to Frederick W. Maullin on January 14, 1879, and she secured a divorce in 1887. In May, 1891, she married William D. Guthrie, with whom she is now living at No. 51 Park-ave.

the New Amsterdam Hotel, and have a country seat at Babylon, L. I.

Justice Andrews, of the Supreme Court, yesterday incorporated the Milten Dramatic and Literary Society for the purpose of advancement in dramatic and literary art. The officers are: Simon C. Webberg, president; August Dreyer, vice-president, David F. Meyer, secretary; Montague Glass, treasurer; David F. Meyer, secretary; Montague Glass, treasurer; David N. Harberger, editor; Charles L. Brookfelm, David N. Harberger, editor; Charles L. Brookfelm, Critic. Executive committee: Albert F. Schwartz, chairman; J. Stone Strahl, David L. Weil, Joseph Ermstedt and Harry J. Cohen.

Justice Patterson in the Supreme Court yesterday directed the jury to return a verduet austaining the will of Jeannette Gerstle, which was contested by her daughter, Lydia Katz, to whom she had left 18900 in trust, Mrs. Gerstle is said to have left the legacy to the contestant in this way so that the husband should not control the principal.

SUPREME COURT CALENDAR. Washington, Dec. 18.-The day call of the Sa-

Albany, Dec. 18,- The Court of Appeals day calendar for to-morrow is Nos. 625, 625, 915, 627, 628, 629, 630, and 634.

COURT CALENDARS FOR TO-DAY. Supreme Court-General Term-Recess.

Supreme Court-General Term-Recess.

Supreme Court-Chambers Before Andrews, J.-Court opens at 10:30 g. mt. Motion catendar called at 11 a. m. supreme Court-Special Term Part 1. Before Barriet J.-Demurrer: No. 180. Law and fact: Nos. 1477, 1456, 1412, 2498, 1544, 2561, 2572, 1632, 2206, 2483, 11345, 1664, 2411, 757, 1808, 1872. Case unfinished. Supreme Court-Special Term-Part III—Before Lawrence, J.-Elevated Railroad cases. Clear.

Supreme Court-Special Term-Part III—Before Stocker.

ished.
Circuit Court—Part I—Refere Williams J.—Canses to be sent from Part III for trial. Case unfinished.
Circuit Court—Part III—Adjourned sine die.
Circuit Court—Part III—Before Bleach, J.—Nos. 2591, 2447, 2218, 2319, 3078, 2385, 2342, 2445, 2156, 2329, 2347, 2337, 23

REPEREES APPOINTED.

RECEIVERS APPOINTED.

B) Truax J.

The Board of Street Openings held a special meetyears ago when the assessment was proposed it was estimated that it would be \$200 on each lot, and now over \$1,000 on others. We have helped pay our share we do not see why we should be made to pay half the cost of St. John's Park."

"I would like to know," said Controller Fitch, charges so much for the ground now, when a few years ago it wanted much less." Walker said that the assessment had been

made altogether too beavy, and that it should be Mayor Gilroy said that the property-owners

to pay an assessment. Several spoke up at once

to pay an assessment. Several spoke up at once and said that it was then understood that the assessment would be light.

W. H. Michaels, a property-owner of No. 49 Barrow-st, said that the section of the city in which the park was situated was fast becoming a business region, and that a park would be of no use to business houses.

Mayor Girov and the board will meet Saturday morning and finally dispose of the matter.

THE PERRY ORDERED TO SAN FRANCISCO. The revenue cutter Perry, which has been on

this station for over a year, is ordered to sail for San Francisco to-day. The Perry is a cutter much like the Grant, which vessel she replaced when the Grant was ordered to the West Coast. The iding away of the Perry will leave the New-York station entirely uncovered. The station ex-tends from Montauk Point to Absecom Inlet. The Chamber of Commerce, Board of Trade, Maritime Exchange and Produce Exchange have asked that a fast cutter be built especially for the New-York station. In compliance with the request of these bodies, Secretary Carlisle has introduced a bill providing for such a cutter. The ordering of the Perry to the West Coast is supposed to be a result of Assistant Secretary Hamlin's recent trip

TRANSAFLANTIC TRAVELLERS. Among the passengers sailing to-day on the

White Star steamer Teutonic for Liverpool, are I. Bartlett, Walter Bell, Colonel John T. Collins E. Davenport, L. A. Scott Elliott, F. Earnest Heald, Mr. and Mrs. W. T. Hunter, F. Von Maurig, Admiral Norton and Lieutenant Maxwell, the Navy; Major J. M. Richardson, Colonel D. H. Robertson and E. O. Thompson. The Red Star Line steamer Wassland, for Ant-

werp, takes out among her passengers J. ning, J. W. Flanders, A. S. Peabody, David S. Maitland and Howard Stanton. The Red Star steamer Friesland, which arrived

here from Antwerp yesterday, brought among her passengers Dr. A. Bruwier, Dr. M. A. R. F. Carr, Mr. and Mrs. Prescott Gliman, Major and Mrs. Gordon William Lillie, Dr. N. F. Kiefer, Mr. and Mrs. Rudolph Williams and Mrs. E. D. De Witt.

FELL FROM THE FORETOPSAIL YARD TO DEATH The ship Eurydice, which arrived here yesterday from Liverpool, reported that on December 13, when 300 miles off Sandy Hook, William Williamson, a sailor, twenty years old, fell overboard and was drowned. The man fell from the foretopsail yard, where he was reefing sail. A gale blowing at the time and a heavy sea was running. An attempt was made to launch a life-boat, but it was dashed in pieces against the side of the ship by waves. Williamson was a native of Liverpool.

Holiday Books! LEGGAT BROS.

265,672 Gorgeous Holiday and Juvenile Books, AT YOUR PERCE. 354,672 Magnificent English and American Books, AT OUR PRICE. 148,782 Bibles, Prayer Books, Etc., AT ANY PRICE.

CHEAPEST BOOK STORE IN THE WORLD.

ILLUSTRATED HOLIDAY CATALOGUE FREE. 81 CHAMBERS STREET, Third Door West of City Hall Park

BARNS BURNED FOR REVENGE.

ARREST OF FIVE PARMHANDS ACCUSED OF IN-Freehold, N. J., Dec. 18 (Special).—Detectives Long

and Emmons, of New-York, working under instruc-tions from the National Board of Fire Underwriters. have arrested at Allentown, in the western part of this county, five young men charged with burning iam Conover, Oilver Worth and William Van Acken. The prisoners are now here in the county jail. Most barns were burned. Newman has confessed to starting several fires, declaring that he and his asper Frechold Township of typer Frechold. In Cp-per Frechold Township recently the barns and out-buildings of J. Hendrickson, Charles P. Rue, Henry P. Inday, Anale A. Hendrickson, Henry B. Hen-drickson, Daniel McCauley, George Blanford and David M. Bunting have been destroyed by fire, making a lotal loss in these eight properties of about \$50.000. Many of the farmers in that town-ship are said to be guarding their outbuildings with loaded sheiguns.

FOREIGN NAVAL NOTES.

The old turret-ship Monarch, of the British Navy,

thority that the Government is contemplating lay-ing down in 1886 two fast cruisers or dispatch vesidea is to follow in part the innovation of the American Navy as suggested in the construction of the Columbia and Minneapolis. The British vessels however, he only a little more than one-balf displacement of the two American cruisers; that viil have a displacement of only 2,490 tons. They, have eagines of 19,000 horse-power, calculated to a speed of twenty-two knots.

construction of sheathed vessels, it having been immortrated that, although the speed may not be so great with the same engine power as the uned ships (when their bottoms are free from the saving of expense of frequent docking, and also that they do not foul as quickly, hence the average ed for a given time is much greater, to say death I cruiser Chautiers de la Loire, of the reach Navy, recenty launched, is a vessel 316 feet length and has a displacement of 3,337 lons. Her tiery consists of four 613-51nch, ten 3.7-inch and urteen 47-millimetre rapid-firing guns and four

sey, has recently had her trial trip, and made an average speed of 21.61 knots on a four-hour trial and for her construction required that her speed should not be less than twenty-one and a half knots, and that her bunkers should have a coal capacity for 5000 miles at ten knots. She is 2621-3 feet in length, 252, feet beam and displaces 910 tons. The Dutch Navy is soon to have a coast-defence excently issuached, is 282 feet in length, has a dis-

The Independencia, recently launched at Glas-

vestigated. One of the steam pipes burst and several of the firemen and some of the engineer officers were scaleded to death. Only those who were not immediately enveloped in the scalding steam escaped to the decks.

The test of a submarine detector by the Russians is exciting much interest in maritime circles. It will be remembered that about a year ago the Russian monitor Rusalka was lost, with all hands, in a hurricane in the Gulf of Finland. The detector n a hurricane in the Guil of Funant. The detectors are electrical arrangement contained in a small mahogany box, having a sinker attached which liso contains an electrical arrangement and trails doing the bottom. By its use the wreck of the Rusalka has been located, and all that now remains in fish her up. If this is successful the device might be used to locate the wreck of the original Monitor, which foundered of Cape Hatteras in 1863. She would cove an interesting relic—if fished up.

on with regard to the advantages and disadvantages of ordinary breech-loading guns, especially in view of the fact that the naval ships of the pres ent day have such heavy armor belts that even the biggest shell and balls would generally smash up

Loreign Winter Resorts.

The	International	Company's	Hotels:
	The Ghezireh Palace.		Egypt
	The Riviera Palace.		France.
	LISBON		
	THERAPIA		
	CONSTANTINOPL	d.	
Anna State State of	BRINDISI	all points and to	Offices, 14

ALGIERS, AFRICA. Hotel Kirsch. Frequented by the best society. Love-comfort and convenience. Omnibus to trains and beats. J. KIRSCH, Proprietor.

Continental Hotel, thing modern and calculated to please the most fastidious traveller. Patronized by Royalties and the filte of society.

The best restaurant and grill-room in Cairo.
Lifts, electric lights, modern officially approved sanitary arrangements.

Eristol Hotel. Esbekeyeh Place, full South, opposite the Public Gardens. Replete with every madern comfort and luxury. Full pension from \$3.00 a day. Proprietor, N. PAPPADOPOULOS: also Proprietor of the Khedivial Hotel.

GEORGE NUNGORICH, Proprietor.

Grand Hotel de Paris. Most frequented by Americans. Best location, modern improvements, electric light, Otts elevator. Excellent cuisine and fine wines. BAENA & CO., Proprietors. MILAN, ITALY.

Continental Hotel. Modern house in every way special attention given to Amer-ican travellers. Close to best theatres, Galerie and Cathe dral. Electric light all over. Elevator. MARINI & CLERICI, Proprietors. NICE, FRANCE. Hotel des Isles Britanniques, J. LAVIT. Pro-tized by the élite of America because of its good cuisine and fine wines. Perfect sanitation. Finest house and sunniest location.

Hotel Royal Danieli, Vis-a-vis, l'Isle de St. George Lift, baths, fine wines, excellent cutsine, perfect sanita-tion. Mesers. GENOVESI & CAMPI, Proprietors.

against the broad belts. The quick-firing guns of Canet, according to Brassey's tables, give their projectiles several hundred feet higher velocity, with the consequent increased destructive power. Small shells from such guns, it is argued, have this advantage, that they will plerce and explode within the unprotected portions of warships, and hence have greater fighting efficiency.

WANTS A MONOPOLY OF NEWS.

INTUNCTION PROCEEDINGS OF A NEW-ORLEAGE NEWSPAPER AGAINST THE SOUTHERN

New-Orleans, Dec. 18.-The injunction proceed-

against the Southern Associated Press, which was postponed last Saturday, came up before Judge Parlange, sitting in the United States Cir-cuit Court, yesterday. Page M. Baker, of "The Daily States," was present as agent and representative of the Southern Associated Press, with Patrick Walsh, general manager and treas the Southern Associated Press, confirmed affidavits of Captain Evan P. Howell and F. P. Glass, secretary of the Southern Associated Press Press, and the contracts and documents annered controverting any of the statements therein con Democrat," and seemed to be very much worrie by the questions put to him by the Judge as

of the bill three fatal objections, namely; (1) That of the bill three lattal objections, hamely, (i) had it was defective, because the proper parties were not before the Court to enable it to render any valid or binding decree. The United Press of Illinois was a necessary party to the trouble, without whose presence no judgment could be rendered, that corporation was the person under whom the complainant claimed its rights, and with whom it set up the exclusive contract detailed in the bill. (2) The bill did not disclose any case for equitable relief, because it was clear on its face that the remedy of "The Times-Democrat," if any, was an action in damages against the United Press for the alleged violation of its contract, and the character of the damages which "The Times-Democrat" would suffer, if any, because of the violation of its contract, was easily appreciable in money. Courts of equity do not use the writ of injunction to prevent the violation of a contract, except in peculiar and exceptional cases, and this case does not fall into that category. (3) The averments of the bill show that the complainant is asking a court of equity to use the equitable writ of injunction to enable the complainant to establish a monopoly in the city of New-orleans to all the news furnished by the United Press, that such a contract for a monopoly of the news was in restraint of trade and against the state of the public policy, and that no court of equity would lend its aid to establish or enforce any such monopoly.

Mr. Farrar further argued that if the Court it was defective, because the proper parties were

monopoly.

Mr. Farrar further argued that if the Court should pass from the consideration of the face of the bill, and consider the case from the point of view of the case made by the affidavits, it was clear the complainant had no standing in the court. He traced the history of 'The Times-Democrat's' relations to the United Press and other news associations.

The Court took the case under advisement,

BIELBY TOOK \$27,000.

HE WAS CASHIER OF THE CENTRAL NATIONAL BANK OF ROME AND USED IT IN SPECULATION. Rome, N. Y., Dec. 18 .- An examination of the

books of the Central National Bank of Rome by J. Van Vranken, National bank examiner, to-day disclosed the fact that the cashier of the bank York. This he will return to the bank, leaving a net shortage of \$19,000. It is the old story of dablosses. One of the cashier's methods of obtaining of deposit, of which he made no record. The bank will not suffer, since it is protected by the cashier's bond to the amount of \$20,000. Bielby has always been looked upon as an exemplary citizen, and his

The Independencia, recently launched at Glasgow, is a steel screw-gunboat for Santo Domingo. She is intended really for a Government yacht and will be armed with a battery of seven Hotch-kins cannon. She is 170 feet in length and 25 feet beam.

The Argentine Republic has a new addition to her mavy, the Patria. She is a torpedo gunboat resembling in appearance the more recent torpedo gunboats of the British Navy. In her recent trials in Liverpool Bay she averaged 17.6 knots on an eight-hour trial. Her contract speed was 180 throis. She is 26 feet in length and has a displacement of 1.000 tons. Her battery consists of two 17-inch guns, four s-pounders, two 17-inch guns, four s-pounders, two 17-pounders and five 18-inch torpedo tubes.

A serious accident occurred recently on the French warship Arethuse, which is now being investigated. One of the steam pipes burst and several of the firemen and some of the engineer officers were scaleded to death. Only those who were not

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